

COUNTRY Eastern Germany

REPORT NO.

TOPIC Werneuchen Airfield

EVALUATION see below

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 3 October 1952

REFERENCES

PAGES 5 ENCLOSURES (9 & TYPE) 3 - sketches on ditto

REMARKS

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[Redacted Box]

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1. The following air activity was observed at Werneuchen airfield between 1 and 27 August 1952:
  - 1 August. After 8 p.m., type-27 and type-30 jet bombers practiced taking off and landing.
  - 2 August. Between 7 a.m. and 1 p.m., jet bombers made flights in formations of three planes. The aircraft remained aloft for about 30 minutes.
  - 5 August. Between 9 a.m. and 5 p.m., there was flying in formations of 3, 6 and 9 planes. One plane towed a sleeve target which was fired at by two other planes flying in the vicinity of the field at an altitude of about 1,000 meters. Night flying started at 9 p.m.
  - 8 August. Flying started at 8 p.m. and continued until 2 p.m. on 9 August. There was local flying by individual aircraft and planes flying in flight formation. Two planes practiced attacks at a sleeve target towed by a plane.
  - 12 August. Between 9 a.m. and 5 p.m., there was flying by individual planes and those in flight formation. Night flights were made after 8 p.m.
  - 14 August. Individual aircraft and formations of three planes practiced flying. A plane towing a sleeve target was attacked by other aircraft.
  - 19 August. Formation flying was practiced between 6 a.m. and 4 p.m. The aircraft which were parked in V formation on the runway took off individually at intervals of 50 to 60 meters. After the take-off, the first plane banked and the two other planes joined the first plane in a V formation. The second flight followed the first formation to the right rear. The two flights headed northwest and returned to the field after 45 to 50 minutes. They flew over Werneuchen, then formed an echelon formation and landed at the field.
  - 21 August. Between 7 a.m. and 5 p.m., there was air activity. Nine jet bombers in wedge formation practiced formation flying.
  - 22 August. There was no air activity throughout the day. Night flying was practiced in flights between 9 p.m. and about 1 a.m. The aircraft had set position lights.
  - 23 August. Between 6 and 11 a.m., there was local flying by individual planes.
  - 24 August. There was air activity.
  - 25 August. Formation flying was practiced between 7 a.m. and 5 p.m. During the morning, a squadron wedge formation of nine planes practiced flying for about one hour. In the afternoon, wedge formations of nine planes were observed twice. The landings were made in echelon formation.

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26 August. There was local flying by individual jet bombers. An Li-2 plane landed about 11 a.m. and took off again after about 1 hour and a half. The same procedure was repeated at about 3 p.m. and 5 p.m. The planes headed northwest.

27 August. One Li-2 each landed about 10 a.m., 2 p.m. and 2:30 p.m. The planes again took off after about 90 minutes.

2. On 22 August, [redacted] construction work at the field that a fuel dump was under construction in the small woods southeast of the barracks installation north of Werneuchen-Wesendahl road. On 24 August, a concrete mixer and two construction sheds were observed in the area of the woods. [redacted] a wire fence which extended from the vicinity of the target ranges toward Hirschfelde. (1)

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3. On 14 August, eight AA guns with an estimated caliber of 85 mm were observed about 150 meters southeast of the Werneuchen-Tiefensee railway crossing. The guns were emplaced comparatively close together. In the vicinity there were eight trucks [redacted] Eight tents were also observed near the emplacement. Another emplacement with six 37-mm AA guns was observed about 200 meters east of the point where the spur track crosses the Werneuchen-Hirschfelde road. (2)

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4. About 9 p.m. on 14 August, an unusually large number of Soviet sentries and individual officers with red brassards patrolled Werneuchen. A patrol asked for two Russian soldiers in an inn. Recently, many Soviet soldiers of all ranks have been observed making purchases in Werneuchen and visiting inns. On 28 August, eight of the ten VP men who were previously stationed in Werneuchen were transferred to Fuerstenberg and Cottbus.

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5. The following observations were made at the field from 12 to 22 August:  
12 August. Air activity started at 9:30 a.m. A plane towed a sleeve target which was fired at by other aircraft. Flying was also practiced at night.  
14 August. There was air activity between 5:50 a.m. and about 4 p.m. Jet bombers attacked a sleeve target which was towed by a type-30 plane.  
15 and 18 August. Aircraft maintenance work was in progress at the field. Three type-27 planes landed at 4:30 p.m. on 15 August.  
19 August. Between 6:50 a.m. and 4 p.m., there was air activity by jet bombers which took off and flew in elements of two.  
20 August. Only aircraft maintenance work was in progress at the field.  
21 August. Flying started at 5:45 a.m. and continued until 4 a.m. on 22 August. Formation flights were made.  
22 August. Two Li-2 planes and 36 jet bombers of both types were counted at the field.

6. A shrapnelproof aircraft revetment was completed at the northern taxiway by 22 August. (3)
7. The AA gun emplacement northwest of the field was enlarged. Eight AA guns of an estimated caliber of 85 mm were being emplaced there in a circle. In the middle of the circle there was a hollow which was occupied by a canvas-covered device 1.2 meters high and 60 cm wide. Another device was observed in front of the hollow. A shed or temporary building was under construction at the side of the emplacement. Eight trucks were parked near the emplacement. (2)

8. Aircraft observed at the field included 1 Pe-2, 4 Yak-11s and 2 Li-2s on 26 August and 38 jet bombers. 1 Pe-2, 4 Yak-11s and 2 Li-2s on 29 August. [redacted] four type-27 planes and the [redacted] a type-30 plane. Tank truck [redacted] was also observed at the field.

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9. Between 1 and 6 p.m. on 18 August, there was no air activity except for the take-off by a biplane at 2:05 p.m. On 19 August, flying started at 6:20 a.m. Among other planes four type-27 planes with the [redacted] and two type-30 planes with the [redacted] were involved in flying. At 10:40 a.m., the take-off point was changed and flying continued until 11:40 a.m. In the afternoon, there was air activity between 2 and 7 p.m. At 9:15 a.m., a type-30 plane [redacted] developed white plumes of smoke when trying to take-off. After taxiing about 500 meters, the plane was surrounded by smoke and stopped on the runway. A fire truck and ambulance immediately arrived at the plane. After the smoke had disappeared, [redacted] the plane was not damaged. At noon, a twin-engine plane with double rudder assembly landed at the field.

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10. Five heavy AA machine guns on trestles were emplaced at the side of the AA gun emplacement which was occupied by 37-mm guns. Eight heavy AA guns were emplaced about 50 meters south of the Verneuchen-Hirschfelde road, about 70 meters east of the spur track. The guns were dug in and surrounded by protective walls, while the range finder in the middle of the emplacement had no protective wall. The range finder was 4 meters long. Its two ends were slightly thicker and seemed to have opalescent glasses. Russians were building bunkers of logs near the AA gun emplacements. A wooden shed, apparently, a garage for trucks, was under construction about 50 meters from the emplacement. Truck [redacted] assigned to the heavy AA gun emplacement. (2)

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11. Two radio trucks with antennas were observed near the elevated bunker at the field. (4)

12. Red flags, about 40 cm long and 5 cm wide, were observed on some canvas-covered type-27 jet bombers which were parked at the field. (5)

13. A four-cornered lid was observed on the jet bombers about 80 cm in front of the root of the tail unit. For refueling, this lid was lifted, and the hose was put into the aperture. [redacted] the refueling of the jet bombers [redacted] took about 20 minutes. The hose was 10 meters long. During the refueling procedure, two men stood on top of the fuselage at the right and left sides of the aperture and three men stood near the tank truck or the electromotor. (6)

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14. The shrapnelproof aircraft revetment which was constructed as a model did not meet the requirements. Its dimensions were not according to the original construction plan. (3)

15. Between 11 and 19 August, the following shipments arrived at the field:

Date	Number of RR Cars
11 August	8 tank cars
	6 " "
17 "	7 " "
	5 " "
18 "	3 " "
19 "	2 " "
	8 " "
21 "	3 boxcars with AA gun ammunition from Torgau

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16. [redacted]

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17. The following air activity was observed at the field between 28 and 30 August:

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28 August. A transport plane [ ] landed at 2:15 p.m. and took off at 3:20 p.m. Night flying by jet bombers started at 8 p.m.  
 29 August. A twin-engine plane took off at 6 a.m. Six type-27 planes took off up to 10 a.m. In the afternoon, only one jet bomber was observed taking off. After 7:30 p.m., there was night flying by four jet bombers.  
 30 August. At 6:30 a.m., a transport plane took off and further take-offs were made by jet bombers until 9 a.m.

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18. The following observations were made at the field between 22 and 28 August:

22 August. There was night flying by jet bombers after 8 p.m.

23 August. Air activity was observed between 8:50 a.m. and 3 p.m.

24 August. Thirty-four jet bombers of both types were counted at the field. Two additional planes were estimated there.

25 August. During the early morning, individual take-offs were made. After 10:30 a.m., there was formation flying by jet bombers [ ]

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26 August. Between 6 a.m. and 5:15 p.m., there was air activity with some intervals between. [ ] on a jet bomber. At 5:30 p.m., 33 jet bombers were counted at the field, and three additional planes were estimated there.

27 August. Between 7:05 and 7:25 a.m., there was local flying by individual planes.

28 August. Night flying was practiced between 7:45 p.m. and about 1:35 a.m. Motor vehicles observed entering and leaving the field included

19. Construction at the field was being performed by a Baunion firm which employed about 450 laborers up to 23 August. Stiegemann (fnu) was the German construction superintendent. He was supervised by a Soviet major, who wore blue-bordered golden epaulets and was assigned to the construction staff in Werder. (8) The first shrapnelproof revetment was to be completed by 22 August 1952.

20. It was rumored at the field that the Brandenburg Baunion is to start construction work at Parchim airfield on 1 November 1952. (9) (10)

[ ] Comments.

(1) The possible construction of an underground fuel dump in the woods southeast of the field was repeatedly reported. The spur track was extended to the southeast by about 800 meters. The erection of construction sheds and the presence of machinery indicate that work is to start soon. Supplementary information on the type and size of the installation is expected from Werneuchen airfield which offers good observation possibilities. The course of the wire fence is known. The construction site is located inside the fence.

(2) [ ] two AA gun emplacements, one with six 37-mm guns and one with eight 85-mm guns. Both emplacements are located about 400 meters south of the intersection between the road and the Werneuchen-Wriezen railroad line at a distance of about 100 meters from each other. The device observed near the battery of 85-mm guns possibly is the Puso 3 type data computer, while the set in front of the hollow is believed to be an Em-4m R type range finder. For sketch of range finder, see Annex 1. The two sets are used together. They were previously observed in Cottbus. [ ] The emplacement of heavy machine guns near the battery of 37-mm guns is reported for the first time from Werneuchen airfield. It is unknown whether the heavy AA machine guns will remain there temporarily or permanently.

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- (3) It is known that the aircraft dispersal areas along the northern taxiway are to be surrounded by shrapnelproof revetments. The construction of a model revetment was ordered.
- (4) The so-called elevated bunker is a concrete structure, 15 x 30 meters, about 150 meters south of the easternmost hangar. One of the radio trucks is a RUS-2 type radar set. The other set cannot be identified. For antenna system, see Annex 2.
- (5) The red flags are placed on the locked rudders and wing tips.
- (6) This first information on the pinpoint location of the refueling aperture is believed to be correct. For sketch of refueling point drawn by this office, see Annex 3.
- (7) [redacted] the OATBs of the two bomber regiments in Werneuchen. [redacted] which is reported for the first time probably belongs to an AA unit stationed in Werneuchen. The number of railroad tank cars which reportedly arrived at the field is believed to be correct. No comparable information has been received from the railroad tank car dispatch office in Berlin.
- (8) Brandenburg Bauunion is employed at the field. Construction superintendent Stiegemann is known.
- (9) There is a possibility that Parchim airfield is to be improved because it has not been occupied by an air unit since early August. [redacted]
- (10) [redacted] the Brandenburg Bauunion is to be employed in Parchim. The two bomber regiments at Werneuchen airfield are still equipped with 36 type-27s, some Yak-11s and Pe-2s. On 26 August, [redacted] counted 46 jet bombers at the field. This number definitely includes aircraft of other bomber regiments which were stationed in Werneuchen only temporarily. It is not known whether the Li-2 planes which were repeatedly reported are stationed in Werneuchen temporarily or permanently. Further information [redacted] is required to clarify this question. [redacted] there was intensive air activity at the field.

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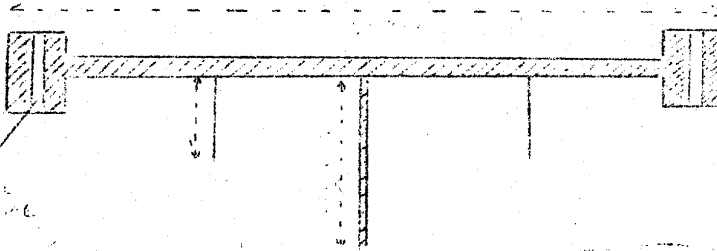
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Annex 1 to

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Rm-4m R Type Range Finder Observed at Wernhuchen Airfield



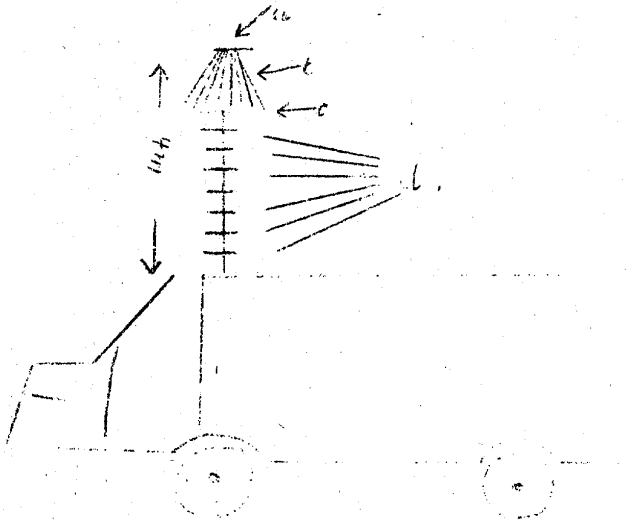
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Annex 2 to

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Antenna System on Radio Truck Observed at Larnouchen Airfield



Legend:

- a Porcelain plate 10 cm in diameter
- b Copper wires
- c Rod 30 cm long
- d Porcelain plate 10 cm in diameter

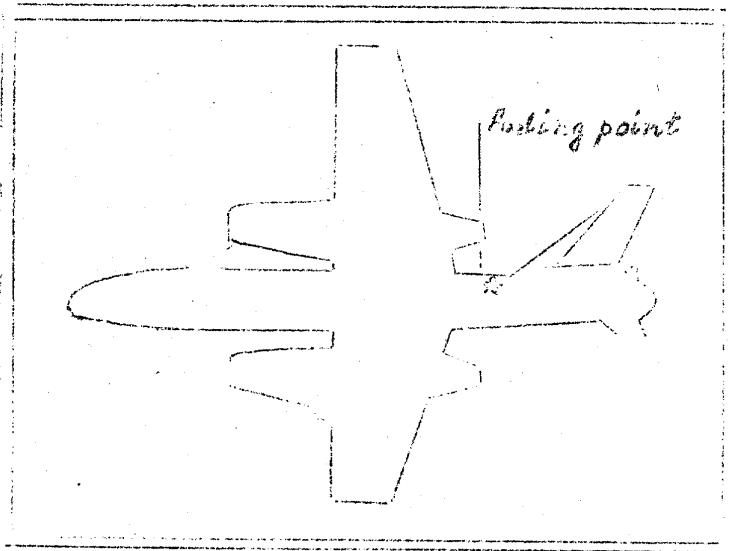
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Annex 3

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Fueling Point on Aircraft Observed in Bernauchen



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